

JANUARY 23, 1925

The AMERICAN LEGION *Weekly*

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The AMERICAN LEGION Weekly



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SO MUCH jazz has been spilled on this page about the outlook for a big increase in Legion membership this year that we are glad to halt the music for a minute and read some plain, hard-boiled figures. On January 5, 1924, the Weekly had received 65,961 subscription cards for that year. On January 5, 1925, the Weekly had received 104,167 cards for the new year. The gain of 38,206 represents an increase of almost 58 percent—which is heavy enough to be both impressive and significant.

WE mentioned, a few weeks ago, the fact that we had once received an assorted cargo of oranges and grapefruit—or should we say grapefruits?—from some Florida Legionnaires who were grateful for a cover the Weekly had run which happened to mention the word Florida. The cover, it ought be said in fairness to ourselves, was run with no hope or expectation of recognition, substantial or otherwise. Well, now comes a basket of apples and a box of yams, the gift of the Arkansas Advancement Association, for which we hereby publicly express our

gratitude. It's like the old days when the editor of the country weekly used to accept subscription payments in cord-wood and turnips. Incidentally, part of this space is hereby thrown open to the first contributor, from Arkansas or anywhere else, who submits a good hundred-word explanation of the difference between a yam and a sweet potato.

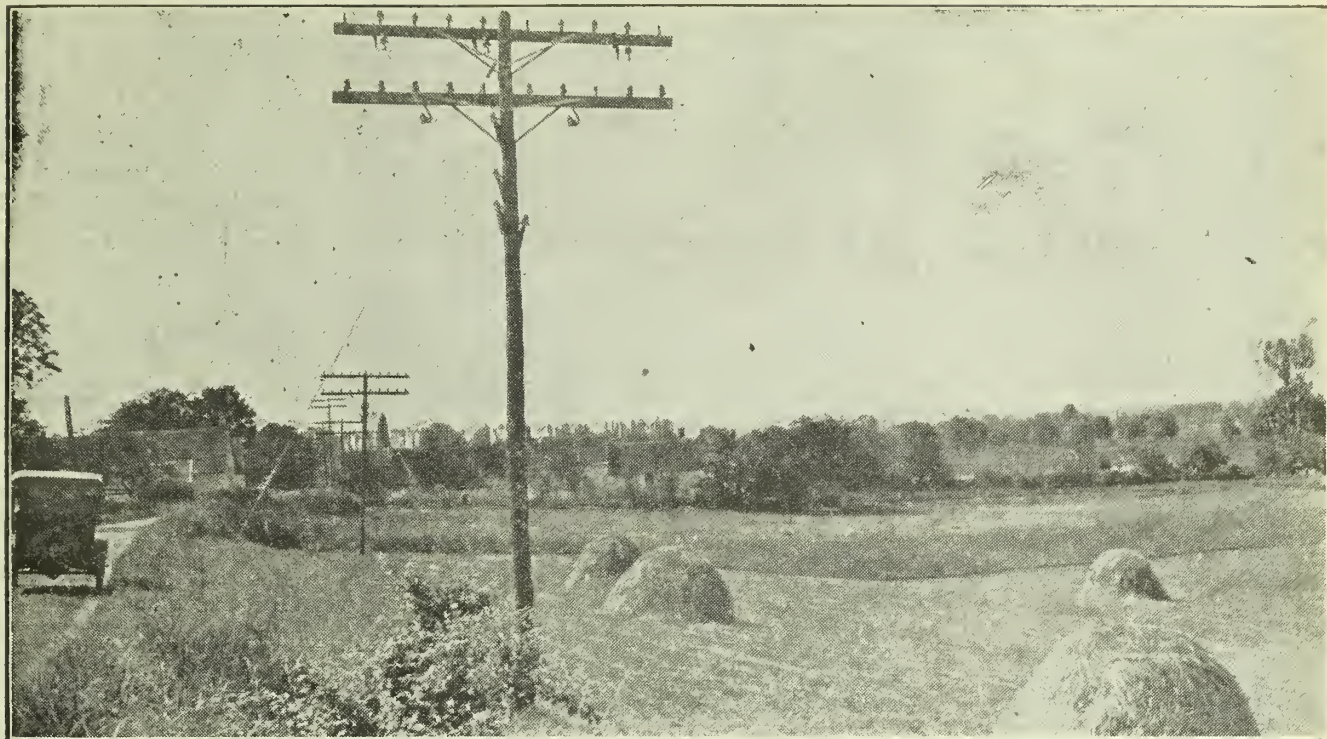
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THIS is not a bid for a barrel of flour from Minnesota and a bale of cotton from Mississippi, but we want to put on record here the sentiment that we can conceive of no more forceful publicity for any community than such a dissemination of its products as has been exemplified by Florida and Arkansas. By their fruits ye shall know them. All of us who attended the New Orleans convention of the Legion in 1922 know that the praline is one of the leading products of Louisiana, and while all of us could not get out into the country to see the beautiful praline orchards in bloom, we shall all hereafter inevitably associate pralines with the sovereign State of Louisiana.

THE postman has also brought us a contribution from Wisconsin. Department Adjutant Austin A. Petersen says that in the December 5th issue of the Weekly, in the third of the series of editorials on the universal draft, we credited Congressmen John Nelson and James A. Frear of Wisconsin to Michigan. For this error we can offer no shred of excuse, so we won't attempt it.

* * *

JOSEPH MILLS HANSON, who takes us back to France for a few minutes this week in the first of a series of articles on old A. E. F. haunts, is the man who wrote the divisional histories which appeared in the last few issues of *The Stars and Stripes*, the official newspaper of the A. E. F. To our mind no more compact and satisfactory account of America's battle participation has yet been produced. History, like champagne or crabapple jelly, is supposed to be tucked away in the cellar for a while before using. Mr. Hanson—he was then Captain Hanson—had to cork his history up while it was still simmering, and he did an excellent job of it.



This might be central Illinois, but it isn't. It is a stretch of French countryside in the heart of the old S.O.S. as it looked last fall, and it is typically French except for one thing—the telegraph poles. The poles are a practical monument to A. E. F. Signal Corps industry, and the wires they carry from St. Nazaire to Bourges and beyond are still operating

On the Trail of the A. E. F.

I. The Symbol S. O. S. Today Means "Same Old Scenes," With An Occasional Difference

By JOSEPH MILLS HANSON

ALTHOUGH some 1980 years before the A. E. F. appeared in France Julius Caesar did a very effective piece of work in occupying ancient Gaul with an army only about one-fortieth as large as the one which the United States poured into the same regions in 1918, the Romans had one advantage over the Americans so far as present-day evidences of their sojourn in the country are concerned. They stayed in Gaul for something like five hundred years.

The A. E. F. sojourned there, first and last, only about two years. Yet the American occupation, while it continued, probably marked the pleasant French cities and countrysides of the Advance, Intermediate and Base Sections even more decidedly, though less permanently, than that of the Romans. Judging by what the present writer found in traveling about the country which six years ago was swarming with soldiers in olive drab, it will be many a long year yet before the ex-doughboy, returning to France, drawn by memories of the hectic days of 1918 and 1919, will find himself unable to stumble upon many of those "souvenirs," as the French call them, of



Mr. Hanson pauses near Vierzon to read a warning posted in 1918 and still doing business in 1924

the one-time presence of American armies, which can give to him at once the mingled pangs of recollection and pleasure of discovery.

Eager to learn at first hand, after an absence of five years, just how the old scenes look today which so many thousands of us once knew, and to test in person the sentiments with which the people of France regard us today in retrospect, it was an exasperating experience to await, in Paris, with as much patience as possible, the interminable delays incident to getting from the prefecture of police a permit to drive a car. In France it makes no difference whether you want to run a Rolls-Royce, which I did not, or a Ford, which I did; the obtaining of "un permis de conduire une voiture" is all the same and a matter of great deliberation. But all intervening obstacles being at last cleared away, I struck out from noisy, bustling Paris and the huge army of tourists which annually storms the French capital into the quiet country roads leading down between rows of poplars and grain fields bright with poppies and corn flowers, to Provins and Troyes and thence southeast by St. Florentin and Auxerre to the val-

ley of the Loire, southward from Gien, where, if anywhere, one might expect to begin finding the footprints of American soldiers once of the Intermediate Section.

Some ex-members of the A. E. F., though probably not a great many, will remember the venerable city of Provins, of which the High Town, encircled by grim, half-ruined ramparts, and crowned by the vast bulk of the Tour de César and the Church of St. Quiriace, rises, a veritable fragment of the Middle Ages, above the valley of the tiny Durteint River. In the days of 1918 its ample caserne was the seat of French Headquarters, liaison with which called some Americans there. The old city is scarcely changed, except that I found, on searching for the Hotel de la Boule d'Or, where Americans used to go on arrival from Chaumont or elsewhere, that this ancient hostelry has disappeared, having been replaced by a new building for the local branch of the Bank of France.

But it was neither at Provins nor Troyes that I got the first one of those thrills which are reserved only for returned doughboys on the lookout for evidences of the old A. E. F. days. That experience came on an occasion when, on the road from Troyes to Auxerre, spinning down a hill out of deep woods into the winding street of a little forest village, by the merest chance I caught a glimpse, on a wayside wall, of a weather-beaten pine board on which, in the well-remembered black stencil letters, appeared the words: "American Cemetery." I knew it could not be true; those small American cemeteries of war days were all relieved of their honored dust long months ago by the American Graves Registration Service, and the bodies either sent back to the United States or assembled in the few large permanent cemeteries remaining in France. But there was the sign, and I followed its lead by making inquiries of a passing laborer. Yes, he solemnly assured me, there was an American cemetery, "tout droit," and then, "la rue deuxième à gauche."

The village was Pontigny, and the size and dignity of the church standing at the end of an avenue of trees a few hundred yards further on was astonishing in such a secluded spot. But it is the twelfth century church of a once great and celebrated Cistercian abbey, wherein Thomas à Becket, Langton, Archbishop of Canterbury, and other notables of English church history at one time or another sought refuge when in exile. And in the old cemetery beside it I found two old women working among the flowers on the crowded graves, who showed me the spots, now vacant in the midst of rows of still existing graves of French soldiers, where the bodies of a dozen or more Americans had lain until taken up a year or more ago by the Graves Registration Service.

The women were sorry, they said, that the graves of the Americans no



The red triangle of yesteryear and the Demon Rum manage to exist hospitably side by side in St. Aignan of muddy memory, one of the most populous A. E. F. centers of 1918-19

longer needed the care which they were still bestowing on the French graves. So, though the people of Pontigny still leave up the sign directing attention to the "American Cemetery," this is all that actually remains of it. But in the church portico, scrawled in pencil among many French names, I found another little trace of the American occupancy in the signature of "Sgt. A. J. Pentalion, Bogalusa, La., Mar., 1919," and "Frank McCarty, Lawrenceville, Ill.," who may be interested to learn that their memories are thus still preserved in Pontigny.

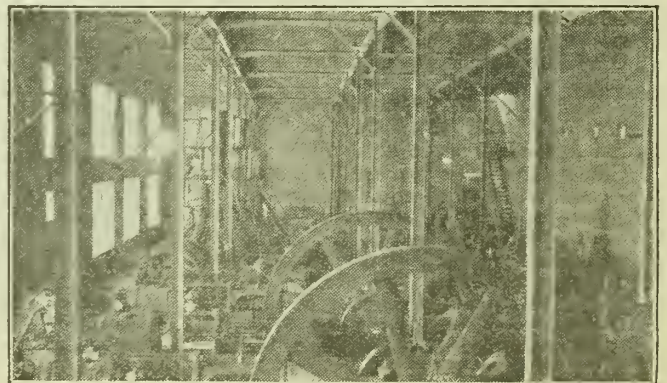
But more conspicuous evidences accumulate rapidly as one ascends the valley of the Loire through the heart of lovely Nivernais, "the garden of France," and arrives at Nevers. This proud and ancient city, as I was informed in a bureau de tabac by a young man wearing an olive-drab army shirt, was the war-time station of about ten thousand Americans and, though lacking the time to look them up, I likewise learned that at least two of them had fallen victims to the combined charms of France and of Nevers girls and were married and living in the city, engaged in business, not to mention beaucoup Nevers damsels who

had long ago departed for the United States with American husbands.

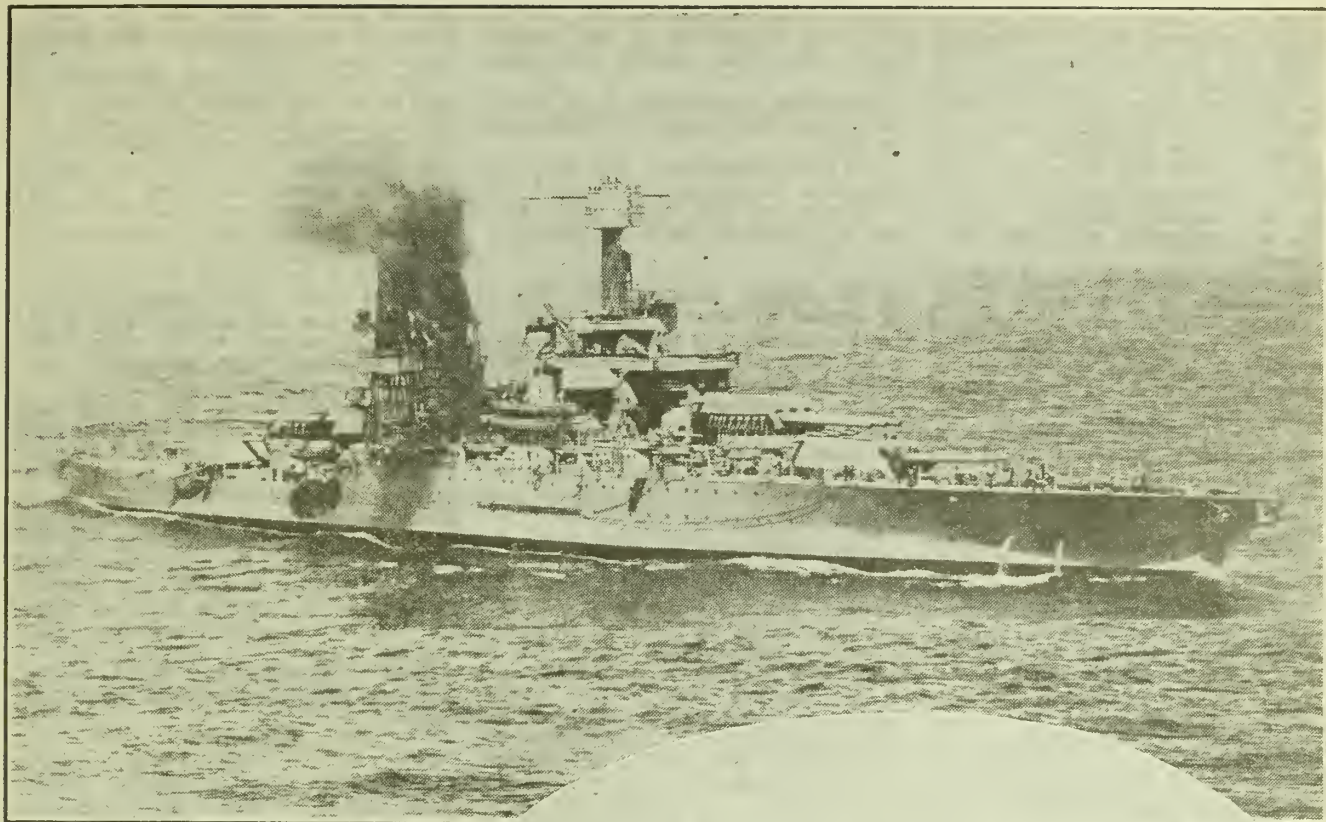
The big Place Carnot, in front of the railway station, where hosts of A. E. F. men caught their first and last and many intermediate glimpses of Nevers, is little changed excepting that now a handsome monument to the sons of Nevers "morts pour la patrie" fronts the entrance to the park. But the well known Café du Parc, with its rows of little tables beneath the awnings, still faces the station, and up the narrow way of the Rue Sabatier the turrets of the château of the Counts of Nivernais, now the Palace of Justice, and the huge bulk of St. Cyr Cathedral still tower above the lower roofs.

One might dwell at length upon the wayside evidences of America in France which one can find all along the road winding down from Nevers through Moulins to Vichy, and the ones that follow through Nerondes and through St. Amand-Montrond toward Bourges. I might tell of the remains of the American hospital at Mars-sur-Allier; of quaint old St. Pierre-le-Moutier hard by it and the Irish lady, Mme. Aubrun, whom I met there, who has been a resident of France for twenty-six years and who seemed so glad to speak of the many American soldiers whose photographs she showed me who used to come to see her for the sake of talking English; of the billeting notices still painted beside doorways in St. Amand, such as "U. S.—15 men"; of the picturesque remains of the twelfth-century Abbey Noirlac, north of St. Amand, where, while visiting it for its own sake, I was startled to discover above an arched Gothic doorway of the time-worn cloisters a bit of stenciled pine board bearing the significant legend, "Slickers, No. 1," and hence to learn from the caretaker that Noirlac in 1918 had added to its reminiscences of the days of the Crusades and the Hundred Years War a fresh batch having to do exclusively with the accumulation within its ven-

(Continued on page 11)

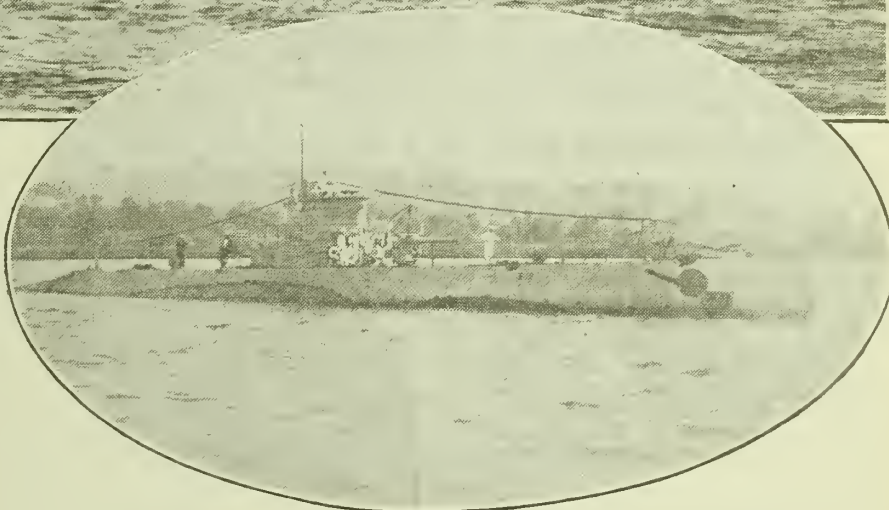


The power house of the refrigerating plant at Gievres is still intact, but its intricate machinery is as motionless as grandfather's clock on the day the old gentleman died



The U. S. S. Tennessee, first-line battleship, is a formidable looking craft. But she is not equipped with "blisters" against submarine attack or with proper deck armor to ward off aircraft

The S-19, first-line submarine, has a cruising radius of 7,500 miles. Japan is up to treaty requirements on this type, and America, while behind her allotment, is ahead of Great Britain



The Cold Arithmetic of the 5-5-3 Treaty

By MARQUIS
JAMES

THE 5-5-3 naval limitation treaty has failed to accomplish what most Americans assumed it would accomplish; that is, make our Navy equal to that of the British Empire and greater than the Japanese Navy in the ratio of five to three. This treaty was signed and ratified in 1922. As matters stand today the United States Navy is inferior to the British Navy in most particulars. It is inferior to the Japanese Navy in many particulars. This is not what the average American bargained for three years ago when the United States abandoned the greatest navy-building program of modern times and signed a treaty which guaranteed us the right to a navy second to none in any particular.

From this situation arises talk about the "failure" of the limitations treaty. Such talk should be uttered, and considered, with care; and this has not always been the case of late. A good deal has been said which suggests that the treaty has been "broken." This implies bad faith on the part of someone—some nation. The British ambassador has regarded the matter of sufficient importance to declare in a formal address that England has not broken the treaty. From Tokio have issued emphatic affirmations of the

same character. The American Secretary of the Navy within recent weeks has confirmed these announcements officially to Congress, which requested information. "Each signatory power," he said, "has carried out with scrupulous exactness the treaty provisions."

So much for certain whispered tales, certain careless utterances, certain diaphanously veiled statements which have appeared in print on this side of the ocean and across the ocean that lies to the eastward as well as the ocean that lies to the westward. The ill-informed, over-enthused or provocative of America, England and Japan have contributed to this disturbing symposium. America has contributed its share. One hears that there was

trickery and funny business in the scrapping program; that we scrapped honestly but the other fellows didn't. One hears that Japan has slipped out in the dark of the moon and fortified islands in the Pacific which lie across the route to the Philippines—islands which the treaty said were not to be fortified. One hears that England and Japan are secretly building curious marine war monsters we know nothing about.

This writer asked a naval officer, whose business it is to know about such things, if there was any basis to the secret fortifications story. The officer looked aghast. He wanted to be polite but explicit. I had put him in pretty much the position one of the White House gendarmes would have fancied himself in if I had asked him to give me the straight of the story about the second-story men who had broken into the Executive Mansion last night and rifled the sleeping President's pants. One thing, I gathered, would be about as easily done without observation as the other. But the naval officer exercised the control which the gentlemen of that service are famed for.

"Those reports are without any basis whatsoever," he said. "Granted, which of course I do not grant, that Japan should have any intention of fortifying one of those islands in the delimited zone, that intention would become known to us as soon as the first move were made to carry it into effect.

"The consequences would be something like this: The State Department would protest against the action at once. Naval officers and men would be recalled from leave. Great activity at our yards and bases. Annual maneuvers advanced in date and transferred from Hawaiian to Philippine waters. Something like this would happen. You can imagine what the effect on the country would be. I invite your attention to this picture. Contrast it with our present peaceful

situation and peaceful outlook, and the state and disposition of our present Navy. Does that answer your question?"

Intriguing Melodrama: Take a walk around the block and let Facts have the floor.

The officer mentioned "the state and disposition of our present Navy." Let us enlarge on that topic, with reference, of course, to the 5-5-3 treaty.

THE treaty permits the United States to have a navy equal to Great Britain's and five-thirds the size of the navy of Japan. The treaty permits this, but it does not guarantee it. The guaranteeing is up to the Americans themselves, up to the Navy Department, which asks for what it wants, and up to Congress, which has the say whether the Navy shall have what it asks for.

The treaty limited the size and number of battleships which the United States, Great Britain and the Japanese Empire could have. (France and Italy were included in the pact, but the navies of these nations are so small that they form no proper part of the present story.) The treaty limited the size and number of airplane-carrying vessels. It limited the size but not the number of cruisers. It limited neither the size nor number of destroyers, submarines or other auxiliary craft. It prohibited the parties to the treaty from adding to already existing fortifications in certain zones of the Pacific Ocean and from building fortifi-

cations there. These are the main points of the engagement into which the nations entered.

The treaty might have gone farther than it did and limited the number of cruisers and the size and number of submarines. The United States urged such limitation, but could not bring the other powers to agree. Yet the treaty does stand as a curb on naval strength, because naval engagements of the future will be fleet engagements mostly, and battleships are the backbones of fleets. And battleships are limited in size and number, and these limitations as well as all others are being observed "with scrupulous exactness" by all the powers.

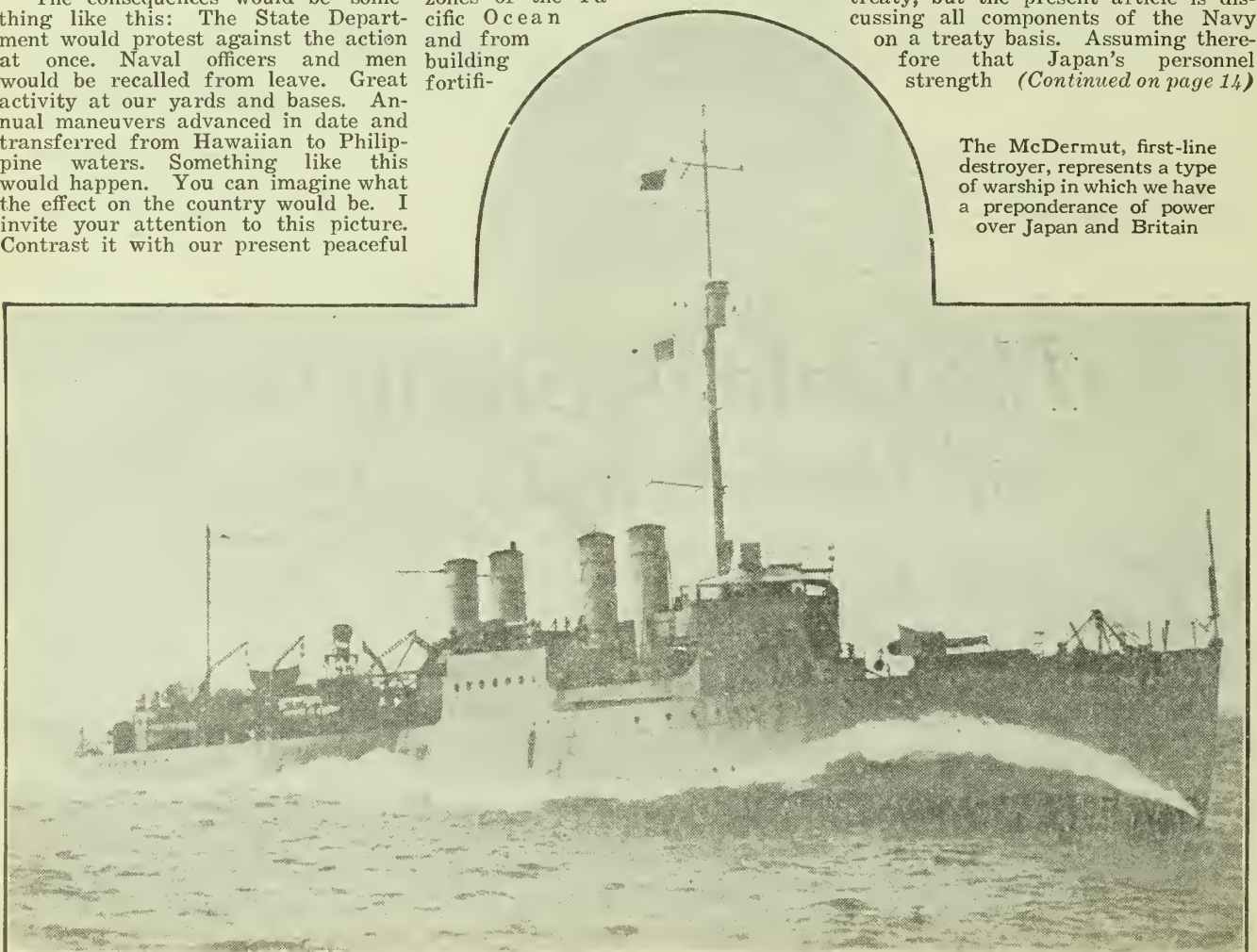
Nevertheless, since the treaty became effective our naval strength has been curbed more than Britain's or Japan's has. The result is that our Navy is inferior to the British Navy almost any way you take it. It is inferior to the Japanese Navy in enough respects to cause the experts anxiety. This is simply because the United States has not kept its Navy up since the treaty was signed and the other nations have.

This is the way the three navies stand on paper, from the latest official figures:

PERSONNEL			
	Officers	Men	Total
United States	8,148	86,000	94,148
Great Britain	8,669	93,297	101,966
Japan	7,218	65,404	72,622

Personnel was not limited by the treaty, but the present article is discussing all components of the Navy on a treaty basis. Assuming therefore that Japan's personnel strength (Continued on page 14)

The McDermut, first-line destroyer, represents a type of warship in which we have a preponderance of power over Japan and Britain



Making the Streets Safe for the Children

By

M. H. JONES



Ravenswood, a suburb of Chicago, has seven of these safety signs posted by the Legion post of that community. They are cutting down the number of motor accidents and have brought the post some advantageous publicity

AMONG the statistics recorded in Chicago are three relating to sudden death—death from guns, death from moonshine liquor and death from automobiles. A "death clock" published by the Chicago *Tribune* showed that in Cook County, the county largely occupied by Chicago, 684 persons were killed by automobiles in 1924. Deaths from automobiles greatly exceeded in number violent deaths from the two other agencies—bullet wounds made a death roll of less than four hundred and the victims of moonshine numbered less than three hundred.

The police, city officials, lawmakers and civic societies all noted that while the death totals from other violent causes showed alarming ratios of increase month after month, the deaths from automobile accidents were being multiplied by amazing percentages. Besides, in deaths from guns and moonshine the victims were mostly those who had deliberately placed their own lives in jeopardy, or at least were blameworthy to some extent, while those killed by automobiles were largely stricken by forces utterly beyond their control. Particularly disconcerting were the scores of killings of pedestrians in the streets—the very young and the very old, especially, who were victims of automobile drivers guilty of speeding or gross carelessness.

The whole city of Chicago during the last year has been aroused by the automobile death total, and one of the organizations which was quickest to reflect public concern over the question of safer streets was Ravenswood Post of The American Legion. A large proportion of the post members drove au-

tomobiles and they were among the first to recognize the post's opportunity to do something to check the traffic slaughter.

At post meetings it was agreed that responsibility for cutting down deaths from guns and bad liquor should rest in the hands of the police and other constituted agencies for the enforcement of law. But it was further agreed that the most effective means of reducing automobile casualties would be by making a forcible appeal for caution to the conscience of the tens of thousands of motorists—to end by suggestion the prevalent tendency of chance-taking while driving in busy streets.

Ravenswood Post saw all about it the need for a careful driving campaign. Ravenswood is a sedate residential and two-flat territory of home-loving people. At one time it was a town outside the Chicago city limits, but now the city has grown up for miles around it, and Ravenswood finds itself pierced by busy thoroughfares. Former quiet residence streets have become "through streets" bearing a steady stream of automobiles, and old cross-town car lines have been gradually transformed into main traffic arteries.

Ravenswood began to find itself more and more in the accident news. Many of its street crossings that were once safe even for the smallest children became danger spots, local centers for day and night speedy traffic. Yet, despite all this, city and motor club warning signs, lights and other signals were installed very slowly, and such safety measures as were taken did little to make the streets really safe. Furthermore, with its reputa-

tion as a quiet residential section, Ravenswood was more or less forgotten in posting crossing policemen and motorcycle policemen.

The killing of a child now and then emphasized the deficiencies of Ravenswood's traffic regulation and was the strongest factor in bringing Ravenswood Post into action with an attempted remedy. Ravenswood Post decided that its contribution to its community's welfare would be a systematic effort to make the streets safe for the children.

To start its campaign the post erected its first life-saving sign at the crossing of two through streets near its own home, the Chase Park Community House. The sign was made of permanent metal. Its letters in sharp red and black stood out boldly on a white background, presenting a message to all approaching motorists. You may read that message in the accompanying photograph.

The sign produced favorable comment immediately. The post was praised because its sign was clearly visible. Many similar signs had had dark backgrounds, and so were almost illegible even at close range. The post also had avoided another common mistake—signs made of flimsy material that weathered poorly and became useless. The Legion sign was designed to remain bright for years. Another recommendation of the sign was its placing—about the height of a man's shoulder, and well within the visual range of the motorists, not too high or too low, and in the most conspicuous spot for the corner it served.

This first sign, made right and placed right, was rapidly followed by

(Continued on page 16)

EDITORIAL

FOR God and country, we associate ourselves together for the following purposes: To uphold and defend the Constitution of the United States of America; to maintain law and order; to foster and perpetuate a one hundred percent Americanism; to preserve the memories and incidents of our association in the Great War; to inculcate a sense of individual obligation to the community, state and nation; to combat the autocracy of both the classes and the masses; to make right the master of might; to promote peace and good will on earth; to safeguard and transmit to posterity the principles of justice, freedom and democracy; to consecrate and sanctify our comradeship by our devotion to mutual helpfulness.—Preamble to Constitution of The American Legion.

No Time to Wave the Bloody Shirt

WHEN the plenipotentiaries of the United States, with the assent of the American people, signed the 5-5-3 naval limitations treaty, the public understood that that treaty meant that we should have on hand a navy the equal of Great Britain's and five-thirds greater than the navy of Japan. When we signed this treaty we made concessions, great concessions. We abandoned the naval building program undertaken in 1916, which would have given us the most powerful Navy on the seas.

Now it develops that, two years after signing this treaty, we have a Navy which is greatly inferior to that of Great Britain and which is inferior to that of Japan in many important respects. Elsewhere in this issue is coldly contrasted, ship for ship, ton for ton, man for man, the strength of the navies of these great powers. This shows just where the United States stands.

Certainly the time has come for us to put our house in order with respect to our first line of defense. At its last national convention The American Legion went on record in favor of the strict maintenance of the 5-5-3 ratio. The Legion, which, through its committee on naval affairs, has studied this question with care, had anticipated something of the shock it would be to the American people when they found out how our naval strength has been disintegrated while the naval strength of the other powers has been increased since the treaty was signed.

This shock seems to have been too great in some quarters. It has given birth to many exaggerated, undiplomatic and almost provocative statements. That these statements were made in a good cause scarcely excuses them. As matters stand this certainly is no time for waving the bloody shirt and implying disingenuousness on the part of Japan and Great Britain because their naval preparedness is so much more marked than ours. It has become necessary for the Secretary of the Navy to rebuke such utterances with the assertion that these nations have scrupulously lived up to the provisions of the treaty.

The reason our Navy is inferior is our own fault. It is not the fault of England or Japan, who have sought to keep their sea establishments up to the strength permitted by the treaty, while we have not. Neither does the present situation indicate the "worthlessness" of the treaty, as has been argued. The treaty limits capital ships and airplane carriers. It does not limit auxiliary craft. Yet the usefulness of auxiliary craft depends largely on battleship strength. The essential thing, therefore, is limited. The precedent for limitation also is set. Next time the powers get together they can go farther and limit other things besides capital ships. There must be another conference and more limitation, and there will be eventually. But this jingoistic talk which our own negligence has inspired does not hasten that day.

All of the rash talk about naval armaments has not come from our shores, of course. England has her jingoes and so has Japan, but to meet jingo talk with jingo talk is about the most foolish practice on earth. The thing for the United States to do is to put its Navy on a treaty basis and quietly go along and say nothing. That is being done. The plans were all ready to lay before Congress long before Congress convened for the present session.

Most of those plans already have been enacted into law, and our Navy presently will be in shape. The "crisis" is passing. Rash talk did not help a bit. If anything it hampered, and tended to make a few perfectly natural and obvious naval appropriations assume an entirely false aspect.

A Letter From Mr. Barnes

ALMOST every member of The American Legion is familiar with the name of Julius H. Barnes. For some years Mr. Barnes was president of the Chamber of Commerce of the United States. In that capacity he was a leader in the opposition to the Adjusted Compensation Bill, and an effective leader. The Legion, fighting for the Bill as the Legion knows how to fight, took many a lusty wallop at Mr. Barnes. And the Legion, at that time and subsequently, must have wondered just what Mr. Barnes, and many other Americans who disagreed with it at that time on that issue, really thought of the Legion then and think of it now.

Here is a letter addressed recently to National Commander Drain:

The American Legion, as the great organization of citizen soldiers, possesses the rightful regard and confidence of all Americans. For that Legion to undertake with consecrated devotion, and with business efficiency, the task of rehabilitation of the war-disabled, and the welfare of the children of unfortunate veterans, arouses a most general appreciation and support.

It is because I believe the Legion will undertake this work in that spirit of devotion, and with that prudent care which would treat public contributions as a particular trust, that I am glad to aid this movement inaugurated by the Legion.

Wishing you every success,

Yours very truly,

JULIUS H. BARNES

This letter referred, of course, to The American Legion Endowment Fund of five million dollars, on the honorary committee of which Mr. Barnes has accepted membership, as have many other leading men and women in American life.

The Endowment Fund campaign is the biggest thing The American Legion has ever undertaken. It is big not because it calls for raising a large sum of money—for the sum is relatively small in proportion to the work it will make sure and certain for all time—but because it calls for raising up a spirit of united service between the Legion and the rest of the hundred million folks such as has not been witnessed since America was united in service during the World War.

In accepting the estimate of itself expressed by Mr. Barnes, and in accepting each dollar that comes in to the Endowment Fund, the Legion accepts also a high responsibility to country, a responsibility such as was invited by the Legion at its foundation, such as was expressed in its charter of incorporation from the Congress of the United States, and such as is engraved in the heart of every Legionnaire by reason of his war service and is pledged to America in the Preamble to the Legion's Constitution.

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At a school for pickpockets the first semester is devoted exclusively to the art of picking up old safety razor blades.

❖ ❖ ❖

An Englishman says American civilization is founded on wheatcakes. Perhaps that is the reason this country stacks up so well among the nations.

❖ ❖ ❖

Plans to reweigh the earth are being made by a college professor. Pedestrians believe the work will be undertaken to insure an equitable distribution among motorists who think they own it.

A Personal Page by Frederick Palmer

The Things That Count

I HAVE this second-hand but well vouched for. Engrossed in a cross-word puzzle, a man ran twenty miles past his station on a local train. When he got out he bought another paper with a new puzzle. He had not solved that until he was again far past his station. And in 1918 he had been an M. P. directing traffic back of the Argonne front.

* * * *

HERE is a new use for a word. We have always thought of "unveiling" as referring to the unveiling of a monument on an occasion of great ceremony. In a spread advertisement an automobile company announces the "unveiling" of its 1925 model.

Why is not this a great occasion? Why should not the company make it a big ceremony? All shining, gleaming and inviting in its freshness, that car calls for all who have the old model to get a new one and to all who have no car to join the ranks of owners. It says:

"Look me over! I'm the last word. Make me your own chariot that will make the flowing road and the farms, villages and towns you pass your own."

The automobile is the most practical benefit and joy of our civilization. In a land where the Fourth of July orators of old were wont to boast that we were all kings, it has made us all monarchs of travel.

The five million registered motor vehicles, including trucks, in 1917 have become fifteen millions in 1925. Every year there has been talk that the saturation point was reached. But increase has kept on. Manufacturers are preparing for it to continue. So it will. We can no more have too many cars that we can use and pay for than we can have too much clean happiness and fresh air.

* * * *

I AM skeptical over the newspaper line that Bishop Brent is despairing. Soldiers knew that big-hearted fighting churchman in the Philippines. He was the chaplain-in-chief of the A. E. F. The subject of his reported despair you may see in any court where drug addicts come before the bar.

The bishop's fight, in common with his American colleagues at Geneva, was against the vile and sordid elements who grow and trade in opium and who are supported by civilized governments which profit by the traffic that debauches hundreds of thousands of young Americans and millions of Orientals.

One clause which the bishop wanted to put into the international agreement at Geneva was for the education of the young of all lands against opium. It was emasculated by an amendment which said "except when the government considers such measures undesirable under existing conditions in its territory."

It seems pretty idle to think that nations will be Utopian enough to stop war through any kind of a league of nations when they will not do this much for humanity. But I'll not believe the bishop is giving up the fight. He never gives up a fight.

The foulest, most brainless and soulless creature in human form—worse than the ghoul who robs the dead—is the one who will smuggle in opium to a drug-addict who is confined in an institution.

EVERY day automobile accidents cost sixty-four lives in the United States. Mr. Hoover has called a conference to see what can be done to limit casualties. Last year's increase over 1923 was about fifteen percent. It suggests that careless driving is on the increase. But this reckoning, whose ghastly figure rightly frightens us, is by population. Real responsibility is in the rapid increase of cars.

If you compute casualties in relation to the number of cars you have another result. Fatalities for every 10,000 cars decreased from eighteen in '17 to less than ten in '24.

All makes of cars have been so perfected that it is the human element which is almost invariably at fault. The figures show that careless driving is on the decrease. Further decrease is up to drivers. Most accidents occur when a driver is tired. He suffers a mental lapse of inattentiveness. Regulations will not prevent all accidents. Every man or woman at a wheel is responsible for the lives of other human beings. Don't step on the gas!

* * * *

NEW YORK is excited over a subject that does not concern the rest of the country at all. Most New Yorkers move between bed-cells in high buildings and work-cells in other high buildings. On the way they hang on straps packed so close in tunnels under the earth that if they took deep breaths they would bruise themselves, or they are being moved in blocks across streets between blocks of automobiles.

They do not know their neighbors. They lead the lonely lives of oysters in their shells in the midst of myriads of other lonely oysters. This congestion of stifled, crowding human beings on a little island in a land which has so much spare room seems a little silly.

What these cliff-dwellers are crying for is more subway before the increase of traffic means they will suffocate between bed and work-cells.

Most of them came from smaller towns, villages and farms and wish they could get back there where they would know their neighbors and slip out for a ride in their own cars instead of hanging to straps. They would like something like fresh air and a playground cleaner than a pavement for their children.

But they cannot escape. Breadwinning attaches them to the only jobs they know how to do. They are stuck to the straps, imprisoned in the cells, for life.

"New York's a great circus to see," said a visitor from the country, "but who wants to live in a circus?"

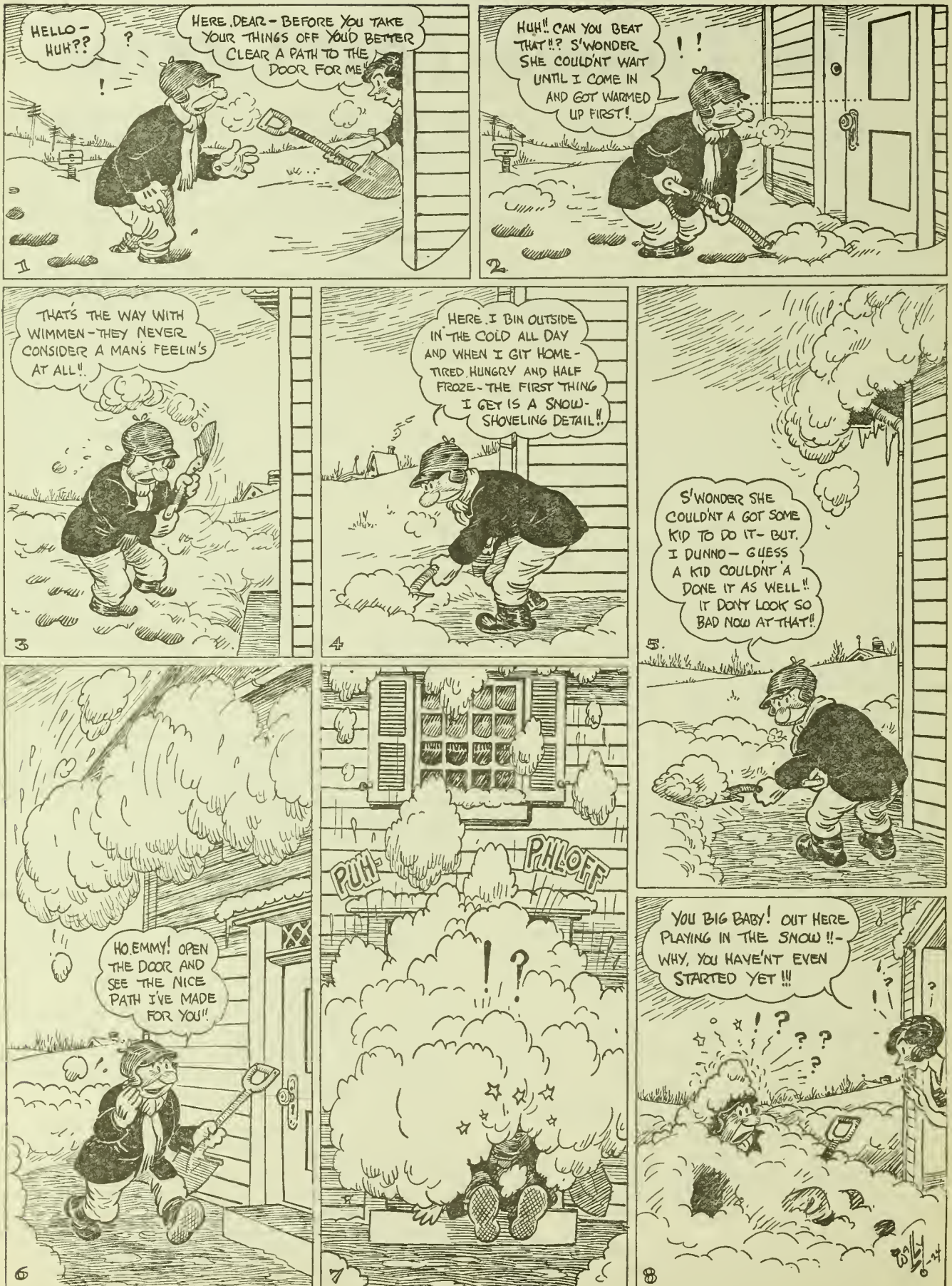
Moral: If you have home and neighbors in a small community, think twice before you draft yourself for the cells and straps of the metropolis.

* * * *

INTRODUCING A. S. Bagley, who holds no commission but is drilling an army of fifty thousand. Every morning at seven he rings a radio alarm clock from WOR to wake up his cohorts, whom he puts through fifteen minutes of setting-up exercises. Perhaps this is a start for universal service through the radio. At present Bagley's army is entirely volunteer. His "doughboys of the dawn" do not have to get up unless they want to. Mr. Bagley himself must, though. If any general has to keep on the job it's he. His army doesn't move unless he moves.

A Sudden Snowfall

By Wallgren



On the Trail of the A. E. F.

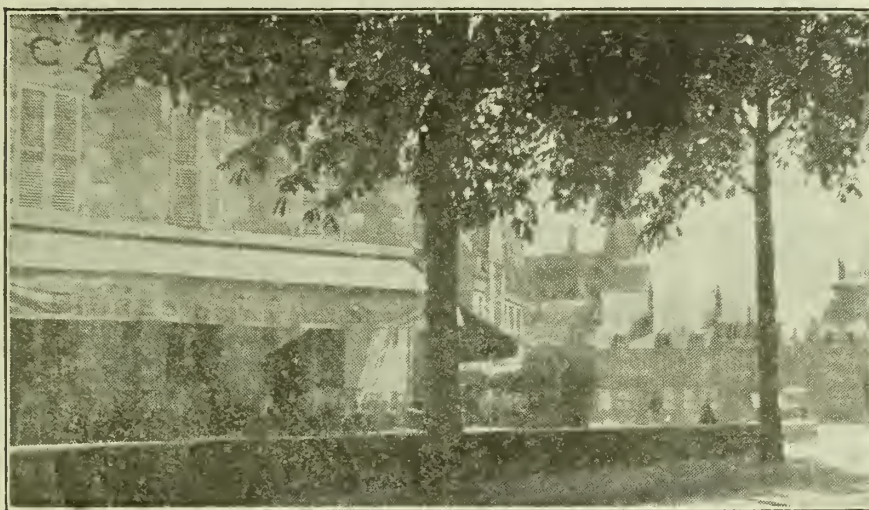
(Continued from page 4)

erable walls of large quantities of United States Quartermaster's stores. But if I am to tell anything of the existing aspect of such former great centers of American activity as Bourges or Gièvres the smaller places must be passed over lightly.

A circumstance which strikes one with a certain surprise in wandering over the region between the Loire and the Indre, once thronged with American soldiers, is the scarcity of American tourists. In more than a week spent in the big triangle of country between Gien, Moulins and St. Aignan, surely one of the most charming in its quiet rural scenery to be found anywhere, I encountered not one touring American, though Paris, and presumably Vichy, the Riviera and other more or less fashionable resorts, were thronged with them. Westward, to be sure, in the château country of the Loire, they began to appear, but here the people of the towns and villages seemed not only pleased but surprised to find an American stopping to see them.

Hence it was a good deal like meeting an old friend when one afternoon on the road near Bourges I discovered that I was running along beside a telephone line the insulators on whose cross-arms were not made of porcelain but of glass and every one of whose poles bore on a background of yellow the black letters, "U. S. A., S. C.," and beneath these a serial number. It was a part of the more than one hundred thousand miles of telephone line, reaching nearly nine thousand stations, which our troops strung in France during the war. This part of it, beside which I traveled thereafter for several days, still extends, I understand, from Bourges by Gièvres, Tours, Saumur and Angers to St. Nazaire, exactly as it did five years ago when turned over to the French. Even the American traffic signs are still nailed to the poles, such as "Dangerous Turn. Sound Your Horn," or "Slow. R. R. Crossing. Gates 300 Yds."

One comes at Bourges from the south over a country of wide grain fields, and my first glimpse of the towers of the renowned Cathedral of St. Etienne was across a wide stretch of stubble land where before a large audience of interested farmers was being held a competitive demonstration of plowing with power tractors. Several dozen machines, all apparently of different makes—French, American and English—were showing their



Like the old gray mare, the Cafe de la Parc at Nevers ain't what she used to be. Wonder if the place ever enjoyed as quiet a day as this six years ago

abilities, and the scene would have done credit to an exposition of agricultural machinery in any of our great grain-growing States. The people hereabout readily admit that the demonstration of the efficiency of American machinery during the war period has had a great influence in commending the use of such modern devices to French farmers, who are fast getting away from the medieval methods of their forefathers. It is one result of the invasion of the A. E. F. which any American may view with satisfaction.

Bourges, the former seat of the A. E. F.'s Central Records Office, is a busy and prosperous city today, and the proud structures of ancient days, such as the Hôtel Jacques Coeur and the House of Queen Blanche, look down on processions of passing motor trucks and automobiles as well as on carts and crowds of busy, hurrying people. But the street scenes in Bourges furnish only one excellent proof of the fact, visible in every city and village and countryside, that the people of France today are working; practically every person of suitable age and physical condition seems to be busy excepting the idle rich—and fortunately, probably, there are not many of those. But if anyone undertakes to tell you that the French people are sitting around idly, complaining and waiting for reparations, set it down to that well-known brand of propaganda which has a habit of originating on the other side of the Rhine.

Close to the Hôtel Jacques Coeur I found the building of the Cercle Militaire, where American officers used to foregather, and down beyond the Cathedral and the Archbishop's palace, that Caserne d'Infanterie which was for a long time occupied exclusively by American troops. The sentries at the high-arched porte, though more than willing to have their own pictures taken when the time came, naturally did not want to give permission to photograph a military building without consulting higher authority. But a major at regimental headquarters in the caserne gave the necessary

consent very cheerfully when he understood that the photograph was desired for *The American Legion Weekly*, while a young lieutenant of the 95th Infantry, encountered at the gate, insisted, when he learned that I was a former American soldier, upon taking me across the street to a café and treating me to a drink while we conversed affably and as fluently as my limited French vocabulary permitted concerning the days of the Americans in Bourges and the "sympathie" existing between France and the United States today; a sympathy in which he believes much more firmly than in that between France and some others of her old Allies.

After the tedious wait for dinner in the long and crowded dining room of the Hôtel de France, there was too little time left to visit the Caserne d'Artillerie et Pyrotechnie, where, as various people in the city told me, the Americans had formerly had many barracks and other temporary buildings which are now demolished, the permanent buildings being sufficient for present needs.

As is well known to many an ex-soldier who has made the trip at breakneck speed in a Ford or a bouncing truck, the distance is not far from Bourges to Romorantin and Gièvres by way of Mehun and Vierzon-Ville. But I halted for the night in the latter place and in the morning I was glad that the coming of night had obliged me to do so. This was true, first, because the shriek of factory whistles which awakened me at seven o'clock in the morning gave me a chance to see the crowds of workmen in one of the busy little manufacturing cities of France as they hurried through the streets of Vierzon to its various manufactories of porcelain, stoneware and pottery, and, secondly, it was true because I was here enabled, most unexpectedly, to speak English for the first time in about a week and under very interesting circumstances.

Upon inquiring at the hotel whether there were any Americans living at Vierzon I was informed that there were not, although, as I was told at nearly every other town where our troops had been in numbers during the war, there were the families of several "jeunes filles" who had gone to America as the wives of American soldiers. Then my informant bethought himself suddenly. "One of them is here now, on a visit to her parents. Inquire at the shop on the

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next corner; they can tell you where she is."

I inquired, and presently there entered a pretty young woman accompanied by her small son of about three years. I began to stammer something in bad French, then, abandoning it, said: "But you speak English?" She laughed and replied: "Surely I speak English. I've lived in the United States for five years. And my little boy will speak nothing else. Won't you sit down so that we can talk?"

In the ensuing animated conversation it developed that this particular young lady, who married an American lieutenant stationed at Romorantin and whose home is now in a city of one of our Southern States, is back in France for the first time in five years on a three-months' visit to her father and mother and to make them acquainted with their American grandson. And though she is delighted to see her people and her native land once more, and is full of Gallic enthusiasm for all its beauties and distinctive pleasures, she assured me with equal enthusiasm that she likes America better than France as a permanent home, particularly preferring the position occupied by women there, and that she has a circle of friends in America who are dearer to her than those anywhere else.

And meantime, as we talked, the youthful offspring of this Franco-American alliance sat and ate ice cream in large mouthfuls like any other American kid, and made childish remarks concerning Atlanta and kindred American subjects, including his distant father. The whole situation seemed a distinct set-back for those prophets of evil who, a few years ago, were predicting all sorts of disasters for American soldiers who attempted to transplant French brides to America. But, as it was only one of several similar instances I have come across during my wanderings, one is forced to begin to think that the prophets, as is often the case, may have been all wrong.

In Romorantin, that flat but picturesque old town in a flat country, Americans were not so hard to come by. Five of them still reside there as an aftermath of the A. E. F., but only one of these happened to be in town while I was there, though I also had a short visit with the French wife of another who himself had gone to Paris for a few days on business. The American whom I found is engaged in the jewelry business in Romorantin—prospering, and a member in good standing of Paris Post of The American Legion.

The Hôtel d'Angleterre, on the Place d'Armes, and the Hôtel du Lion d'Or, with its pleasant, vine-encircled courtyard opening off the Grande Rue, still seem to flourish as in former days, and the proprietors and certain of the servants talk interestedly of the times when American officers and soldiers used to throng the salles à manger and every other part of the establishments. But it is, of course, out on the roads south of Romorantin, down around Pruniers and Gièvres, that the returning doughboy will find the most interesting food for reminiscence.

The little railroad station at Pruniers, through which probably tens of thousands of soldiers passed, still

stands a little way back from the crossroads, the long meadow, starred with daisies, in front of it. A few rods away and not far from the bank of the Sauldre River is that rural Café-Restaurant de la Sauldre once frequented by soldiers from the crowded barracks of Aviation Center No. 3 and from the Engineer, Ordnance, Bakery and other centers of the Intermediate Supply Depot at Gièvres. The same proprietor conducts the establishment as in 1919 and there, for old times' sake, we drank a glass of beer and thought of our friends in America who would have enjoyed doing likewise, notwithstanding official frowns to the contrary. Then we looked over the house opposite, on the other side of the road to Romorantin, now somebody's country home, but formerly the Y. W. C. A. Rest House, and then went down the road southwestward toward Selles-sur-Cher.

Here there is much to see, even though little in comparison with what once was there. Many of the warehouses near the Farm des Arpents are still intact and being put to some use by the French Government, which, of course, purchased all of the vast American installations in the region when we quit the country. The huge refrigerating and cold-storage plant, in its time the second largest in the world in spite of the fact that the entire project was by no means completed, has been torn down, excepting the power house, and its materials utilized elsewhere. In the midst of vacant acres growing up to gorse lies what is left of the plant. A lonely young Frenchman, the guardian and caretaker, accompanied by his dog, conducted us around the place and into the strangely silent power house, where the great engines and compressors stand idle, accumulating dust. Examination, however, quickly proved that they are not, likewise, accumulating rust, for every part has been carefully greased and oiled and the splendid machines merely wait in their

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places for purchasers who can utilize them in some more advantageous location. Indeed, the caretaker stated that the three Vilter compressors are already sold and are to be removed to Port-à-Binson, on the Marne not far from Epernay, and there put to work.

But up the road between Pruniers and Romorantin there is more activity. To be sure, there is nothing left to indicate where the interminable rows of Adrian barracks appertaining to Aviation Center No. 3 once stood excepting oblong clearings among the trees at regular intervals. But on the other side of the road the buildings of the Aviation Center itself are being fully utilized by the French aviation service. The great building which was once the Liberty Hut, the recreation center of the camp, now stands surrounded by big crates, each containing the makings of an airplane, and the same is true of the long iron workshops and warehouses around which numbers of mechanics are busily employed. Indeed, I understand that the place is one of the most important airplane factories in France today, and the foundation of it all is the immense American installation of 1918 and 1919.

Equal activity prevails at Motor Transport Corps Reconstruction Park 713-A, further up the Romorantin road, though here the activity is that of a private company which purchased from the French Government the buildings and the enormous stocks of spare parts for American motor trucks which they contained. The head of the firm, a most enterprising young business man who speaks English like an American and is possessed of a profound eagerness to understand and utilize all modern American business methods, spared no pains to show how the American stocks are being utilized on the floor of the great construction shop. It was certainly interesting enough, for here his corps of mechanics is engaged day by day in building up complete motor trucks of various well-known American makes from the spare parts. He also wholesales or retails spare parts to those in need of them, and expects to have enough spare parts to last him for several years.

Much more could be told of the Gièvres and Romorantin of today, but if even a few words are to be said of what is to be found at St. Aignan, I must hurry on, merely mentioning the pleasant sensation which coursed down my backbone when on the way through Selles-sur-Cher I stepped into the cool old church and there, on the wall beside the gracious statue of Jeanne d'Arc, found a large marble plaque with these words chiseled upon it in gold letters: "A Jeanne d'Arc: les Soldats Catholiques Américains en Souvenir de Leur Séjour à Selles-sur-Cher, Janvier, 1918—Juin, 1919." What American soldier was there, Catholic or Protestant, who did not reverence the memory of the Maid of France?

Saint Aignan! "Saint Agony" for some, perhaps, but nevertheless picturesque and full of old-world beauty as it rises up from the meadows and the rippling waters of the Cher, outlining against the sky the towers of its church and the steep roofs and turrets of its old château where once General Alexander presided like a me-

dieval duke over the destinies of his American hosts. Scarcely three minutes in St. Aignan and, driving slowly down one of its steep, crooked streets, looking like a hunter for "sign," and I spied this faded inscription on the window curtain of a shop on a tiny square just off the street: "American Café." In a moment more I was being clasped by the hand—indeed, almost embraced, in their emotion—by Monsieur and Madame Joseph Boissier, the elderly couple who five years ago were catering at this little café on the Place 14 Juillet to the gastronomic needs of hundreds, perhaps thousands, of American soldiers. We sat and drank a bottle of beer while I looked over the photographs of dozens of their erstwhile guests from across the Atlantic, and then M. Boissier climbed into the auto seat beside me and directed me to other American "souvenirs" in the town.

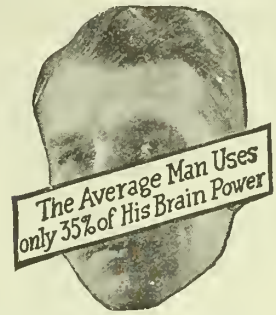
The building formerly occupied by the Quartermaster, with the vines climbing up to its second-story windows, on the street along the river front, is now occupied by a gentleman who kindly gave me permission to photograph it, as well as possible, from a corner of the high wall that surrounds the yard. Just across the bridge over the Cher are our old post laundry and motor repair shop, still intact and still working, being utilized entirely, it seems, by a lumber manufacturing concern, the rasp of whose saws echoes back from the walls of the château park, against the hill on the opposite side of the river. At one corner of the St. Aignan end of the bridge itself stands the obelisk monument dedicated a year or so ago by an American committee and erected to the memory of the American soldiers who died in the Noyers-St. Aignan area. On the face of this monument, in English and in French, is stated the fact that a half-million American soldiers passed through here, in the First Depot Division and the First Replacement Division.

Up on the Place Président Wilson, close to the driveway leading up to the château, M. Boissier brought me to a house on the front of which stands emblazoned, to be seen for a half-mile, the red triangle of the Y. M. C. A., and here introduced me to three or four ladies sitting with their afternoon sewing in the shade before the door. They also had many a photograph of American youths in uniform, privates, non-coms, and officers, and many pleasant reminiscences of the days when, from this same spot, they used to watch the guard mount of the American troops and listen to the concerts of American bands in the square which now lay, dusty and deserted, under the sunshine before their door.

Are we forgotten today in St. Aignan and Romorantin and Bourges and all those other quaint old cities and villages up and down the pleasant valleys and hillsides of Touraine and Berry? Take it from me, buddy, we are not!

This is the first of a series of articles by Mr. Hanson on present-day aspects of once familiar A. E. F. haunts. The second article, which will appear in an early issue, will be about Tours, once the capital city of the S. O. S.

The Biggest Failures Are Those Who Work Hardest



Everybody knows the bookkeeper who works 10 or 12 hours a day, without ever getting anywhere. He begins life on a salary of \$15 a week and ends it in penury on a pension. He is not the only one. The harassed subdepartment head working after hours, the clerk, buried under a mass of detail, the merchant who stays "on watch" in his store from opening to closing time without achieving a margin of profit large enough to expand and grow on—they all end the same way.

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The Cold Arithmetic of the 5-5-3 Treaty

(Continued from page 6)

on a treaty basis. Assuming therefore that Japan's personnel strength of 72,662 to be three, the American, British and Japanese navies stand respectively in this relation: 3.61-3.93-3. Japan is up to snuff. America and Britain are off, but we are farther off than Britain is. The difference, though, is not so important on the basis of the figures given. These figures, and the others immediately following, will be commented on a little later:

BATTLESHIPS

	Number	Tons	Tonnage allowed by treaty
United States	18	525,850	525,000
Great Britain	20	558,950	525,000
Japan	10	301,320	315,000

Britain is building two new ships. When they are finished in 1926 she will scrap four old ones, bringing her number of battleships down to eighteen and her tonnage to 525,000. This will make the ratio 5-5-3, as it should be.

AIRCRAFT CARRIERS

	Number	Tons	Tonnage allowed by treaty
United States	1	12,700	135,000
Great Britain	3	48,190	135,000
Japan	1	9,500	81,000

As matters stand no nation is up to treaty strength in this regard, the present standing being 2.91-3.87-2.35—the United States being the farthest below treaty strength of all. America is building two new seagoing aircraft carriers, Britain is building three, Japan two. When these are finished the standing in tonnage will be United States 98,700, Britain 104,490, Japan 63,400. We shall still be the farthest of any nation behind treaty strength.

LIGHT CRUISERS—BUILT SINCE 1912

	Built		Building		Totals	
	No.	Tons	No.	Tons	No.	Tons
U. S.	9	67,500	1	7,500	10	75,000
Gt. Brit. 47	223,530		10	94,850	57	318,380
Japan .. 18	91,440		10	79,565	28	171,005

The treaty did not limit the number of cruisers, but it limited the size of them to 10,000 tons. Cruisers more than twelve years old are not tabulated above because they are considered obsolete by naval engineers. The ratio on the above figures is 1.31-5.06-3 for the United States, Britain and Japan in the order named. On December 11th Congress appropriated money to build eight new cruisers of 10,000 tons each. When these are ready our standing will be improved, but we shall still be behind Japan even provided Japan does no more building.

DESTROYERS—FIRST LINE

	Built		Building		Totals	
	No.	Tons	No.	Tons	No.	Tons
U. S.	288	342,086	---	---	288	342,086
Gt. Brit. 199	237	125	4	6,200	203	243,325
Japan .. 68	71,428		24	33,600	92	105,028

The treaty did not limit destroyers in number or size. Statistically the United States has a preponderance of

destroyer power. The ratio is 9.77-6.95-3.

SUBMARINES—FLEET

	Built		Building		Totals	
	No.	Tons	No.	Tons	No.	Tons
U. S.	3	3,318	4	6,375	7	9,693
Gt. Brit. 8	16,460	1	1,480	9	17,940	
Japan .. 1	1,400	22	34,310	23	35,710	

No limits on submarines. Japan is the big leader in this type of super-submersible which can accompany a fleet. The ratio is 0.81-1.51-3.

SUBMARINES—FIRST LINE

	Built		Building		Totals	
	No.	Tons	No.	Tons	No.	Tons
U. S.	44	38,386	6	5,436	50	43,822
Gt. Brit. 32	31,030		2	1,780	34	32,810
Japan .. 36	29,764		7	6,994	43	36,758

Japan is up to scratch with the treaty ratio again, and the United States and Great Britain are behind. The ratio: 3.58-2.69-3. It will be observed that the United States is ahead of Britain.

So much for the statistics. They show the United States greatly superior in destroyers. They show us the equal of Britain in battleships. They show us inferior in personnel, aircraft carriers and submarines. They show us greatly inferior in cruisers. The official estimate of our Navy Department is that, lumping these figures all together, the naval standing of the three great powers today is 4-5-3, we being 4, of course.

Now let us get under these statistics a bit. You can't fight with figures. You must fight with men and ships. From a material point of view let us consider the items we have already inspected from a statistical angle.

PERSONNEL: To maintain a 5-5-3 ratio with England and Japan we are shy 3,882 officers and 23,005 men. We have these officers and men in our naval reserve establishment—with a few left over. England is shy 3,000 officers and 15,000 men, but has them, all but a thousand officers, in reserve. Japan is up to snuff and has a reserve of 2,173 officers and 30,000 men to boot. This is velvet for Japan.

BATTLESHIPS: The 5-5-3 ratio practically exists now as to the numbers and tonnage of ships. It does not exist considering the fighting effectiveness of these ships. Four of our eighteen battleships, which are the backbone of the navy, are crippled by worn-out boilers. Six of our eighteen battleships have no deck armor which would withstand air or long-range gun attacks. All British and Japanese battleships have this protection. Thirteen of our eighteen battleships are not equipped with "blisters," or outside hulls to protect them against submarine attacks or air bombs dropped alongside. Only five of our ships are so equipped, while ten of England's are. No official information is forthcoming as to what Japan has done to "blister" her battleships, but she is known to be modernizing her vessels.

Comparing gun ranges has been quite a subject for controversy. I

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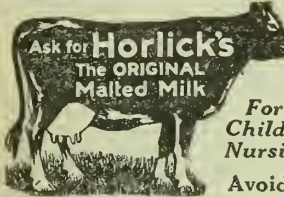
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quote from an official Navy Department document:

The British fleet enjoys a very marked superiority in the number of ships that may be brought into action at the moderate and decisive ranges between 21,000 and 24,000 yards. This superiority is shown in the following table:

Range in yards	British ships in action	American ships in action
24,000.....	13	10
23,000.....	20	10
22,000.....	20	12
21,000.....	20	18

As to speed, the same Navy Department document indicates that Britain has two ships which will make 31.5 knots an hour, one which will make 31 knots, one 30 knots, five 25 knots, seven 23 knots and four 21 knots. We haven't a ship which will make 21.5 knots. They all make around 21 knots. It has not been our policy to build faster ships. We have sacrificed speed for other things we deem more important.

The questions of worn-out boilers, deck and under-water protection, and gun ranges, however, are important, and on December 11th Congress appropriated \$18,300,000 to repair and modernize our vessels. This appropriation will cover the elevation of guns to give them greater range. The Navy Department has a plan for gun elevation which will enable us to effectively outrange any navy afloat. Requests for money to carry this out were made to Congress this month.

AIRCRAFT CARRIERS: The statistics already quoted tell the story. All authorities agree that we should be up to treaty strength in this important item.

CRUISERS: The present ratio is United States 1.31, Britain 5.06, Japan 3. These figures will stand a little interpretation which favors the United States. Although England and Japan have a preponderance of cruisers, neither nation has little more than half of its cruisers in commission. The eight modern new 10,000-ton cruisers which Congress has just authorized will help us some, but still we shall be weak in cruisers—most important ships.

DESTROYERS: The present ratio is United States 9.77, Britain 6.95, Japan 3. These figures will stand a good deal of interpretation which disfavors the United States and melts down its preponderant paper strength. Most of our 288 destroyers were built during the war and "many of them are of hasty construction," says a Navy document. Only 109 of them are in commission. The others are tied up and are deteriorating rapidly. England has 180 and Japan 68 destroyers in commission. We have no destroyer leaders—super-destroyers of 1,500 tons and over. England has 16 of these and two more being built.

SUBMARINES: We have no effective fleet submarines. The three we have cannot be operated because of engine failures.

An interpretation of all these statistics, therefore, does not improve the position of the United States. It lowers it. The modernization of our battleships and the eight new cruisers, just authorized, will help our stand-



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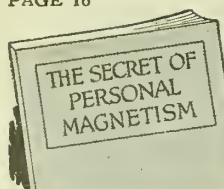
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ing, but will not bring it to a par with England. It will not restore the 5-5-3 ratio.

All comparisons of naval strength vary according to the distance a fleet is away from its base. In the days of sailing ships there was no fuel problem and fleets could operate for months away from their bases. This is no longer the case. A modern fleet is strongest near its base, and cut off from its base it would soon become helpless. An average run for a battleship without refueling is about 3,000 miles. By storing fuel in every available place aboard ship and diminishing the amount of ammunition carried a ship could make 6,000 miles.

Thus it could steam across the ocean and back again, but could do little fighting over there without the assurance of more fuel close at hand.

The Secretary of the Navy recently pointed out to Congress that on this side of the Atlantic our Navy would be superior to the British Navy, because the British lack proper bases in the western Atlantic. In mid-Atlantic, however, the advantage would pass to the British because of the present enfeebled condition of our battleships and our lack of cruisers. Off the British coast British superiority would be preponderant because we have no bases over there. Similarly, the Japanese Navy off our Pacific coast would be hopelessly outclassed. But in its

home waters the Japanese Navy would have the advantage.

This emphasizes the importance of bases and adequate fuel supplies. We are weak in both. Our best bases are on the Atlantic, and these the Navy admits are inadequate. Our Pacific bases are in worse shape. On the Pacific we have 1,700,000 barrels of naval oil stored in Hawaii. The Navy says this is 32 per cent of what we should have there. "In a Pacific war the Navy would use about 70,000,000 barrels of oil during the first year of the war," says a Navy Department document.

The Navy Department did not take the fuel or the base situation into consideration when it estimated that the present standing of the three great navies is 4-5-3, with the United States as 4. This prompts the conclusion that the standing 4-5-3 overstates our naval effectiveness.

This certainly is not what the American people bargained for when they so enthusiastically endorsed the 5-5-3 limitations treaty. It is of no use, however, to criticize this treaty. It binds Britain and Japan just as it binds us. But Britain and Japan have taken advantage of the latitude allowed by the treaty to build vessels on which no limits have been imposed, and to keep their bases up. It is of no use to criticize them for this. We can do the same thing if we will.

Making the Streets Safe for the Children

(Continued from page 7)

six others like it, each installed at a street crossing rated as dangerous. During the year 1925 the post expects to set up many times the number already in use.

No one in Ravenswood doubts the effectiveness of the signs. The appeal to the subconscious as well as the conscious mind of the motorists can be proved by observation. A driver not only slackens his speed while passing the sign, but it has been demonstrated that he ordinarily continues to drive very cautiously long after he has passed it. And, passing the sign day after day, any driver tends to be influenced more and more until real caution has become a habit.

Ravenswood Post believes that its effort has been a measurable factor in the city-wide safety campaign which enabled the Chicago Tribune in December to publish near its "clock of death" a news item headed: "Ten days and not one child killed by autos." And for the month of December the total of deaths in automobile accidents showed a decided drop from the average for the preceding eleven months. Only twenty were killed in December, while in September the death toll was 75. The 1924 total—684—largely as the result of the crusades against speed and carelessness represented a decline of five percent from the automobile death total of 1923.

Oscar Wolff, Cook County coroner, confirms the belief of Ravenswood Post that its anti-speed and pro-carefulness campaign is saving the lives of the very old and the very young. He points to the fact that 493 of those who were killed by autos during

the year were pedestrians, and adds:

"Three-fourths of the 493 were men and women past fifty and boys and girls younger than fourteen. Thus it is proved that the weak and infirm cannot move quickly enough to dodge the reckless and speeding drivers. It also proves that the drivers' minds are not fast enough to stop their cars before they kill."

Ravenswood Post is seeing its sign adopted by other Legion posts, not only in Chicago, but also in many other cities. Ravenswood Post believes that the number of other posts which have adopted its plan in every detail are proof of the psychological soundness of the message the signs carry. There is not so much copy that the signs cannot be read at a glance. The type is just large enough to be easily readable, and the copy itself is strong but at the same time inoffensive. Too often, the post believes, signs of this sort are too strongly worded—in some cases actually insulting, so that their effect is just the opposite from the one desired.

OUTFIT REUNIONS

Announcements for this column must be received three weeks in advance of the events with which they are concerned.

DUNWOODY DETACHMENTS—Reunion Feb. 7 of three units stationed at West Hotel, Minneapolis, Minn., during the war. Address L. H. Stebbins, 1525 Dupont Ave., Minneapolis.

23D ENGINEERS—Get-together in Philadelphia, Pa., Feb. 11. Address Wes Grauer, 1832 Frankford Ave., Philadelphia.

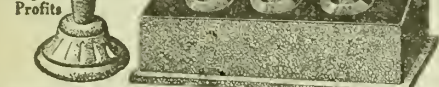
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TAPS

The deaths of Legion members are chronicled in this column. In order that it may be complete, post commanders are asked to designate an official or member to notify the Weekly of all deaths. Please give name, age, military record.

JAMES B. EDWARDS, Dillon (S. C.) Post. D. Oct. 5, aged 33. Second Lieut., 309th Inf.
EDWARD L. SPENCER, Earle T. Wardell Post, Beverly, Mass. D. Dec. 7. Served with 664th M. T. C.

VINCENT P. THOMPSON, Joseph Edwin Frobisher, Jr., Post, Kearny, N. J. D. Dec. 14. Ensign, U. S. N.

RALPH B. WEBBER, George T. Files Post, Brunswick, Me. D. Dec. 12, aged 28. Served at Camp Devens, Mass.

PATRIOTIC QUIZ NO. 5

1. Who was the youngest man ever to be a candidate of a major party for the Presidency?
2. When and under what circumstances did American naval vessels bombard and capture an African city?
3. Who was "the plumed knight"?
4. Which state capital has the largest population? Which has the smallest?
5. What now famous name was given before the Revolutionary War to the boundary mark which settled a land dispute between Pennsylvania, Maryland and Delaware?

*Answers next week.***ANSWERS TO LAST WEEK'S QUIZ**

1. The "Stalwarts" were the wing of the Republican party which supported ex-President Grant in the fight for the Republican nomination for President in 1880. Grant had already served two full terms.
2. John Quincy Adams, sixth President, was the son of John Adams, second President; Benjamin Harrison, twenty-third President, was the grandson of William Henry Harrison, ninth President.
3. Massachusetts and New Jersey are the two States of the Union which are most nearly of the same area, the former being 8,266 square miles in extent and the latter 8,224.
4. Delegates from the New England States adopted resolutions at what is known as the Hartford Convention (December, 1814-January, 1815) providing for defense of those States by their own forces against the British. This action followed the Treaty of Ghent, which formally brought a close to the War of 1812, but because of the slowness of communication word of the signing of the treaty reached Washington at the same time as the commissioners of the New England States.
5. John Hay, Secretary of State in the cabinets of Presidents McKinley and Roosevelt, was probably as well known as a poet as he was as a statesman. His best-known poems are doubtless "Little Breeches" and "Jim Bludso."

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1920 Sunnyside Avenue, Dept. 40-51 Chicago, Ill.

Bursts and Duds

Payment is made for material for this department. Unavailable manuscript returned only when accompanied by stamped envelope. Address American Legion Weekly, Indianapolis, Ind.

Such a Comedown!

St. Peter: "That new arrival seems disappointed in Heaven."

Gabriel: "He is. He'd just finished reading a real estate agent's prospectus of a new residence tract when his flivver ran over an embankment."

Hasten the Day

Mose: "What was de sermon 'bout?"

Lize: "De wages of sin."

"Ain' no mention made 'bout payday?"

After the Battle

Canvasser: "Madame, will you donate something to the new hospital?"

Mrs. Clancy (who has just finished an argument): "Well, ye might step in an' take a look at Clancy. Maybe he'd do."

Increasing Popularity

"I have only one friend and that's my dog," remarked the tramp sadly.

"Well, why not get another dog, then?" callously retorted the housekeeper.

Oh, Get Out!

A second loot (branch aviation)

Wed the sweetest young thing in creation
In a plane above camp.

Now they say of the seamp
That he married way over his station.
—G. I. S.

The New Old Homestead

"Well, Hiram, haow's 'taters?" demanded the kidding tourist. "Haow's all the folks t' hum? Bin daown t' the city lately?"

"Now that you mention it," replied the farmer, "I believe the potatoes are doing nicely. The latest reports from my secretary would indicate as much. The

members of my family write me from Palm Beach that they are in the best of health. Oh, must you go? Well, some time when you're in New York, drop in on me at the Ritz, old thing. Toodle-oo."

Fame at Last

"When I die people will praise my work," declared the unsuccessful poet.

"Yes," agreed the frank critic, "it'll be the best day's work you ever did."

The Follies

I've not been to the Follies—

I see them every day.

The Mamies and the Mollies,

The Prudenees and Pollies,

The Daisies and the Dollies,

Are quite sufficient follies

To hold me down, I'll say.

I've not been to the Follies—

I see them every day.

—Eliot Kays Stone.

Suspicious

"Who is that extraordinarily 'sautilful woman over there?"

"Say, what business are you in?"

"I'm a stock salesman—why?"

"I thought so—well, that's my wife."

Rudolph Roughdry Says:

"They used to say: 'Tell your troubles to a policeman.' But now some folks' troubles are all over before a traffic cop can even get to 'em."

Doubly Prepared

"Ah trust yo' husban' am prepared fo' de summons when it come," suggested the colored parson on a visit.

"Deed he am!" replied his wife grimly. "Ah done got dat wuffless boy 'nsured in two companies."

No Difference

"Does yo' love me as much as yo' useta, Rufus?"

"Lawdy, honey, dat's a silly question. Ain' yo' got de same job yo' allus had, honey?"

Very Consoling

Mrs. Fozzleton: "Do you believe the dead ever return to earth?"

Mrs. Fozzleton: "Oh, no. 'When hell's let loose' is just merely a saying, my dear."

A Popular A. E. F. Ballad

(As published by a conservative family newspaper.)

Parley vous.

Parley vous.

Hinkey-dinkey, parley vous.

—W. P. R.

The Elect

"What position do you prefer in the Army?" asked the personnel loocy.

"At ease, sir," replied the buddy who was signing up again.

A Friend in Need

Madge: "I don't see how you can have any fun with that professor you travel with."

Marjorie: "He isn't much of a hand at making love, I'll admit, but he's a wonderful help with crossword puzzles."

All in the Game

"How did they come to catch you after you ran down the man?"

"You see," explained the speed maniac, "a tire busted when it went over his glasses."

Whozit?

Number One Horizontal's her kissable labials.

And Two is two slim curves of black, Arched in a frown if I euss or I fuss—

Three Vertical's shingled in back.

Five feet and a half is her upright totality—

Vertical Five, let us say.

Whenever I'm late I'm a threatened fatality.

But that's just the dear girlie's way.

Sometimes loving words issue forth from her muzzle,

Sometimes they are cross and mean strife.

You've guessed it? Yes, she is my own Crossword Puzzle:

My dear but unsolvable wife.

—S. Omar Barker.

Real Speed

Col. Sutherland: "Rastus, you eall that a race horse. Can the nag really run?"

"Run? Run! Kunnel, dat hoss kin stan' still faster dan mos' hosses kin gallop!"

Indistinguishable

Betty: "We want a star like a policeman wears."

Mother: "What for, dear?"

"Well, Bobby is playing bootlegger, an' I'm playing policeman, an' we can't tell which is which without a star."

One Problem Solved

Oh, pity the poor frozen Eskimo,
With nothing to eat but blubber and snow;
When he can't get blubber

He eats old rubber.

So now you know where the old tires go
—J. P. R.



"I don't see why the newspapers are making such a fuss over these airplanes. Why, anybody can fly."

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40 HOMMES, 8 CHEVAUX

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C. W. ARDERY, *Correspondent National*, National Headquarters, 14 E. Michigan St., Indianapolis, Ind.

Read What Your Buddies Say About the Wonderful Positions I Helped Them Get

Ever since The American Legion was born I've been telling you and your buddies about the fine good-pay positions in the Civil Service. Hundreds have already had my training, and are now working for Uncle Sam in a fine job where they get good pay, fifteen to thirty-day vacations every year with full pay, 8-hour day or less, a raise in pay every year until they reach the highest pay in their class, unlimited opportunity for quick advancement and all the other splendid advantages of the Civil Service. Read the enthusiastic letters that just a few of your buddies have sent me. See what they say about the positions they have. Read what they say about my training—how it helped them to land the job they wanted. Let me do the same for you. It's easy to get into the Civil Service when you know how. And that's my business; to tell you how to pass the examination with such a high mark that you will qualify for one of the first positions open.

Pick the Job You Want I'll Help You Get It

RAILWAY MAIL CLERK

\$1600 to \$2300 a year
Opportunity for travel. Up to 15 days' vacation and 10 days' sick leave each year with full pay.

POST OFFICE CLERK

\$1400 to \$1800 a year
Special clerks at \$2000
Up to 15 days' vacation and 10 days' sick leave every year with full pay. Promotions to better-paid positions.

CITY MAIL CARRIER

\$1400 to \$1800 a year
Up to 15 days' vacation and 10 days' sick leave every year with full pay. Good chance for promotion to bigger pay.

CUSTOMHOUSE POSITIONS

\$1440 to \$3000 a year
Up to 30 days' vacation and 10 days' sick leave every year with full pay; 7-hour day. EXTRA PAY FOR OVERTIME.

With the nation-wide agitation over the pay of all Postal Workers—Mail Carriers, Post Office Clerks, Rural Carriers, Railway Mail Clerks and Postmasters, it is my opinion that their pay will be increased substantially soon.

INTERNAL REVENUE MEN

\$1440 to \$3000 a year
Up to 30 days' vacation and 30 days' sick leave every year, with full pay, 7½-hour day. Positions open everywhere.

DEPARTMENTAL CLERK

\$1140 to \$1440 and up to \$2700
Up to 30 days' vacation and 30 days' sick leave every year, with full pay, 7½-hour day. Work in Washington or near home.

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\$1100 to \$2500 and up
This is a position of great importance. In small towns a position that can be made very profitable.

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\$1800 to \$2600 a year
15 days' vacation and 10 days' sick leave every year with full pay. A fine position for men in rural districts.

WRITE TODAY!

Here's my offer. PICK THE JOB YOU WANT! I'll guarantee that my coaching will put you so high on the list that you will be offered one of the first jobs open, or my training won't cost you a cent. Find out how I do it. Get my new free book that tells all about the Civil Service; the jobs open, how to get the one you want, the pay, the vacations, and all the other big advantages. Find out how my 8 years' experience as a Member of the Board of Civil Service Examiners for the Second District has qualified me to help you, as I have already helped hundreds of your buddies, to pass the Civil Service exams with such a high rating that you'll be offered one of the first positions open. Plenty of jobs to pick from—in Washington, in Panama, near your home. Special preference given to ex-service men. Mail the coupon or a postal today.

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What They Say



TOOK THREE LESSONS—GOT JOB

A little over four years ago I took your instruction for a position as Rural Mail Carrier. I took three lessons, then took the carriers exam. I passed and got a job right away, and have been carrying mail since.

Aaron Baker, Luther, Okla.

GOT OVER 90%. NOW HAS FINE JOB

Have been at work now as Railway Mail Clerk about 3 months and like it real well. Passed the examinations well over 90%, due largely to your thorough coaching.

P. S. Lutz, Avis, Pa.

SO DELIGHTED WITH POSITION SAYS COURSE IS WORTH TWICE WHAT I ASK

It is with pleasure that I write this letter to say I passed my exams with rating of 90.8% and received my appointment as Railway Mail Clerk November 26th. Could not have made this rating without your course, and will say it is worth twice the regular tuition fee.

Elmer E. McGinnis,
Kansas City, Mo.

First on List, Appointed Assistant Collector of Customs

I have received an appointment as Assistant Collector of Customs at Naco. Thank you for your assistance in securing this position.

T. B. McKee, Prescott, Ariz.

APPOINTED RURAL CARRIER, LIKES WORK

I received appointment as Rural Carrier, September 10th. Like the work fine. I am very thankful to you.

Earl Reinhart, Elma, Iowa.

GETS POSITION AS DEPUTY COLLECTOR AND INSPECTOR

I was appointed Deputy Collector and Inspector at Pigeon River Bridge. The salary is \$1,500 per annum and nice work.

Oscar Anderson,
Pigeon River Bridge, Minn.

Gets Position Day After Receiving Notice of Mark

I am very well pleased with your coaching for the Railway Mail Clerk examination. There was absolutely nothing in the examination that was not covered by the course. On July 18th I received my notice of rating and the next day received my appointment. A good share of my success is due to your course.

Kenneth W. Smith,
Batavia, N. Y.

Here's the Real Test. My Old Students Recommend Me to Their Friends

You will remember me as taking your course for the POSTMASTER position at this place some years ago. I was appointed and am still on the job. I will always appreciate the course I received from your school. I recommended your school to two of my friends.

Walter H. James,
Gordonville, Tenn.

APPOINTED POST OFFICE CLERK

I received my appointment as Post Office Clerk on December 1st and went to work on the 11th. I honestly believe that your coaching helped me pass the examination high enough so I was appointed.

Lester O. Crosby,
Delevan, N. Y.